

ANNEX H TRANSPORTATION

I. SITUATION AND ASSUMPTIONS

- A. The transportation and warehouse industry in Kentucky is, at present, meeting the transportation needs of Kentucky. The rail, motor, water and air transport systems, as well as, the warehouse industry can rapidly extend their operations and provide a greatly extended transportation service.
- B. Before, during and after a disaster, there may be a need for transportation to move people and materials to protect life and property.
- C. Before, during and after a disaster, there may be a need to warehouse private and public goods to minimize damage to them.
- D. The transportation and warehouse industry are best able to manage their own organization under the general direction of the Commonwealth's transportation coordinator.
- E. A major war will seriously distort the nation's transportation and warehousing industry.
- F. The anticipated demand for transportation and warehouse services during an international incident indicates a need for an overall coordinating agency within the transportation industry, staffed by experienced personnel of the industry. This organization is for the support of emergency preparedness and response and will not dictate or establish industry operations.
- G. The Transportation Cabinet will control, direct, and coordinate all transportation and establish orderly procedures for furnishing industry representatives for all four modes of transportation through the Emergency Transportation Service Coordinator.
- H. The motor, water, rail and air transport industries, and the storage and warehouse industry will form a composite organization of adequate size to direct the emergency preparedness operations of their respective industries during situations calling for national mobilization. The organization, which must develop a qualified and competent staff, will be known as the Emergency Transportation Service.

II. MISSION

The mission of the emergency transportation service is to provide for the organization, coordination and direction of all transportation and warehouse resources within the state during an emergency. The Coordinator will define the responsibility and authority for transportation and warehousing at the state and local

levels of government.

III. DIRECTION AND CONTROL

The responsibility for the operation of a statewide transportation service is assigned to the Transportation Cabinet, and divided into two distinct areas consisting of government and industry.

A. Government

1. The government has the responsibility for directing, controlling and coordinating all transportation, transportation facilities and resources, and establishing orderly procedures for furnishing to the transportation industry their requirements and requests for transportation. It also determines transportation requirements by establishing priorities for movements and forwards the requests to the transportation industry. In addition, government is charged with the responsibility of assisting in the rehabilitation of damaged industries. It is also responsible for coordinating with adjoining areas and states in the joint use of local modes of transportation for emergencies and for developing requirements and arranging with Federal Regional Offices for use of additional transportation.
2. In keeping with the above, the following is a breakdown of responsibility at various government levels.
 - a. The Transportation Cabinet is assigned the responsibility of operating a State Emergency Transportation Service that directs, controls, coordinates, and establishes operating procedures for the transportation and warehousing organization at all levels.
 - b. Local governments are responsible for coordination of all transportation and warehousing resources within their respective jurisdictions, with the exception of transport and contract carriers normally engaged in long distance hauling.

B. Industry

1. Transportation industries are responsible for operating their systems and facilities to provide the maximum possible service, within their capabilities, in fulfilling essential needs as specified by appropriate governmental authorities. This includes responsibility for management, continuity, personnel facility protection, conservation of supplies, restoration of supplies, restoration of damaged lines and terminals, and the expansion or improvement of systems as practical and as necessitated under emergency conditions. In order to carry out these responsibilities, it will be necessary to organize and operate a composite headquarters. This will consist of a state industry transportation organization composed of highway, rail, water, air, and storage and warehouse sections. Operational control of the transportation industries will

remain, at all times, with the responsible officials of the industry unless it is commandeered by the federal government or state government.

2. The members of the four modes of transportation and storage and warehousing will be responsible for:
 - a. Directing and controlling the activities, functions, and responsibilities of their respective industries.
 - b. Assisting and advising the Emergency Transportation Service Coordinator in all matters pertaining to their respective industries.
 - c. Maintaining liaison with their respective affiliated state, national, and regional agencies and associations.
 - d. Assisting in the development of any future plans which would be beneficial to the industries.
 - e. Maintaining a staff responsible for accomplishing these duties.

IV. CONCEPT OF OPERATIONS

A. State Level

1. All response will be made using the National Incident Management System (NIMS).
2. The Transportation Cabinet will use its existing organization, supplemented by personnel from other state agencies with transportation capabilities, to carry out this mission during local or area wide disaster incidents.
3. Under sections 39A.100 and 189 of the Kentucky Revised Statutes, the Governor is empowered to minimize the destructiveness resulting from impending or occurring disasters and emergencies by exercising extensive emergency powers including all means of transportation and communications.
4. During a declared emergency the Governor can raise or lower speed limits on highways and roads in the Commonwealth.
5. Transportation Regulation Waivers
 - a. This section outlines procedures to be used to waive or request a waiver of federal safety regulations 49 CFR Parts 390 through 399 applying to interstate trucking. The Federal Motor Carrier Safety Administration (FMCSA) may grant a waiver of specific sections of these regulations. These regulations address qualifications of drivers, hours of service for drivers, provisions for waivers and other safety requirements.

- b. Waivers may be granted for two types of exemptions.
 - 1) Regional Emergencies include state emergencies or disasters declared by the Governor (or designated representative); single or multiple state emergencies declared by the President of the United States; and single or multiple emergencies declared by FMCSA. Exemption issued for regional or state emergencies are good for a maximum of 30 days (unless extended) from the issue date of the declaration or exemption.
 - 2) Local Emergencies include emergencies declared by federal, state, or local government officials having the authority to declare an emergency; or by the FMCSA determining that a local emergency exists. Exemptions issued for local emergencies are good for a maximum of 5 days from the date of issue, or effective date of the emergency declaration by the state or local official or the duration of the motor carrier=s direct assistance in providing emergency relief, whichever is less.
- c. If an emergency is declared by FMCSA or the state, the emergency relief extends to interstate motor carriers/drivers supporting the emergency even when operating outside the state or area in which the emergency exists.
- d. State or Local Declared Emergencies automatically exempt any carrier providing direct assistance to the emergency from 49 CFR Parts 390 through 399.
- e. If a state or local emergency is declared, an emergency exemption prepared by FMCSA is not necessary and should not be issued.
- f. The FMCSA Field Administrator (FA) or FMCSA State Director (SD) should send an e-mail message to all Divisions, Service Centers, and FMCSA HQ informing them of the state or local emergency and should reference the applicable official declaration.
 - 1) The Secretary of the Kentucky Transportation Cabinet must submit requests for waivers of specific sections of CFR 49 Parts 390 through 399 during non-declared emergencies to FMCSA.
 - 2) The Justice and Public Protection Cabinet, Department of Vehicle Enforcement (KVE), will be the lead state agency for a determination that the Governor should declare a transportation related state of emergency or should request a wavier from FMCSA.
 - 3) Requests for emergency exemptions must be submitted to KVE by affected state agencies, local governments or motor carriers. KVE will consult with other potentially affected agencies or motor carriers to

ascertain the need for an exemption.

- 4) The request should be based on the best available information obtained from motor carriers, motor carrier associations, weather services, state agencies, local governments, and industry representatives. The need for an exemption must be justified and may contain information on weather and road conditions that interrupt the delivery of essential services or essential supplies or otherwise immediately threaten human life or public welfare and safety.
 - 5) A written request for an exemption may be sent by the Secretary of the Kentucky Transportation Cabinet to FMCSA via mail, fax, or e-mail.
 - 6) Each truck that is providing direct support to the incident should carry a copy of the emergency declaration or exemption granted by FMCSA. This will provide information to law enforcement officials who may not be aware of the exemption.
 - 7) Requests for exemptions from size and weight regulations must be submitted by the Secretary of the Kentucky Transportation Cabinet to the Federal Highway Administration.
6. During a strike, a period of civil disobedience, terrorist activities, or similar situations that result in the disruption of transportation, state law enforcement officers or the National Guard troops may be used to escort trucks carrying vital supplies, or to protect pipelines, locks and dams, railroad lines, airports or other transportation facilities.
 7. Following a catastrophic disaster, the Transportation Cabinet is the primary state agency for transportation (ESF #1) under the National Response Plan. For additional information see Appendix A-6.
 8. The Transportation Cabinet is responsible for the coordination of the State's transportation resources during a national declaration of emergency. To most effectively utilize Kentucky's transportation capabilities during national crisis, it is necessary to create an emergency transportation organization. For the purposes of this plan, this organization shall be known as the Emergency Transportation Service (ETS), Commonwealth of Kentucky.
 9. The ETS, under the guidance of its director, will be responsible for the management of transportation resources. The ETS will be augmented by personnel from all transportation agencies and will use the capabilities of all government agencies with transportation responsibilities.
 10. The ETS will be composed of the following units, which will be activated as the need warrants:

- a. Control Division
- b. Highway Division
- c. Rail Division
- d. Water Division
- e. Air Division
- f. Storage and Warehouse Division
- g. Priority Board
 - 1) The Control Division is responsible for overall coordination of the Emergency Transportation Service.
 - 2) The Highway, Rail, Water, Air, and Storage and Warehouse Divisions are responsible for the overall coordination of their respective services.
 - 3) The Priority Board is responsible for prioritizing shipments and determining the most efficient method of transportation and/or storage.

B. Local Level

- 1. During the period of a declared emergency the County Judge/Executive or Mayor may raise or lower speed limits on roads within their jurisdiction.
- 2. Transportation Regulations Waivers
 - a. See IV (A) 4 for procedures to declare an emergency or to request an emergency exemption from 49 CFR parts 390 through 399.
 - b. A local declared emergency automatically exempts any carrier providing direct assistance to the emergency from 49 CFR Parts 390 through 399 for a maximum of five days from the date of issue of the emergency declaration or the duration of the motor carrier=s direct assistance in providing emergency relief, whichever is less.
 - c. The FMCSA State Director may grant exemptions to specific sections of 49 CFR Parts 390 through 399 for non-declared emergencies when requested by the Secretary of the Kentucky Transportation Cabinet. These exemptions apply to motor carriers/drivers providing direct assistance to the local area even when operating outside the area or outside the state in which the emergency exists. Requests for exemptions must be submitted by state agencies, local governments, motor carriers, motor carrier associations, weather services, and industry representatives

to KVE for evaluation and submittal to the Secretary.

- d. Each truck that is providing direct support to the incident should carry a copy of the local emergency declaration or exemption granted by FMCSA. This will provide information to law enforcement officials who may not be aware of the exemption.
 - e. The FA or SD should send a copy of the emergency declaration of exemptions to all Divisions, Service Centers, and FMCSA Headquarters. Divisions should in turn provide a copy to the MCSAP agency.
- 3. The local chief Executives will appoint a local Transportation Coordinator.
 - 4. The local Transportation Coordinator will use all local transportation resources before calling for state aid.
 - 5. During a national declaration of emergency the local Transportation Coordinator will activate and act as director of a local Emergency Transportation Service which will perform the same services as the state ETS.
 - 6. The local Transportation Office is responsible for listing transportation facilities in the county and providing this information to the Kentucky Transportation Service.

C. Federal Level

- 1. Federal Assistance will be provided under ESF #1 "Transportation" of the National Response Plan.
- 2. Transportation Regulation Waivers
 - a. If a state or local emergency is declared, an emergency exemption prepared by FMCSA is not necessary and should not be issued.
 - b. Requests for waivers of specific sections of CFR 49 Parts 390 through 399 during non-declared emergencies must be submitted to FMCSA by the Secretary of the Kentucky Transportation Cabinet.
 - c. The FMCSA State Director may grant exemptions to specific sections of 49 CFR Parts 390 through 399 for non-declared emergencies when requested by the Secretary of the Kentucky Transportation Cabinet. These exemptions apply to motor carriers/drivers providing direct assistance to the local area even when operating outside the area or outside the state in which the emergency exists. Requests for exemptions must be submitted by state agencies, local governments, motor carriers, motor carrier associations, weather services, and industry representatives

to KVE for evaluation and submittal to the Secretary.

- d. The FA or SD should send a copy of the emergency declaration of exemptions to all Divisions, Service Centers, and FMCSA Headquarters. Divisions should in turn provide a copy to the MCSAP agency.
 - e. A copy of the emergency declaration or exemption granted by FMCSA should be carried by each truck that is providing direct support to the incident. This will provide information to law enforcement officials who may not be aware of the exemption.
3. The U.S. Department of Transportation (USDOT) will activate a federal Emergency Transportation Service which will perform the same services as the state ETS.
 4. Following a catastrophic disaster, the USDOT will be the primary federal agency for Transportation (ESF #1) of the National Response Plan. For additional detail see Appendix A-6.

D. Military Liaison

In a national emergency, close liaison will be maintained with the military at all levels of the transportation system to avoid conflicting plans and transportation claims.

E. Additional Transportation Resources

The Kentucky Wing Civil Air Patrol (CAP) may be called upon to provide light air transportation in accordance with November 1974 agreement between the CAP and KyEM (See Annex T). Commanders of Army installations may under the provisions of AR 500-50 provide emergency transportation, including helicopter airlift. A specific program has been coordinated with Ft. Campbell, which provides for transporting emergency medical teams into a disaster area plus evacuating the sick or injured to proper medical facilities. This program is Military Airlift for Safety and Traffic (MAST).

- F. When a shortage of transportation or storage space for essential commodities occurs, the following items shall have priority:
 1. Items essential to continued health, welfare, and survival of the people of the Commonwealth of Kentucky.
 2. Other essential items.
 3. Non-Essential items.
- G. All requests for transportation or storage space will be made to the Emergency Transportation Service Board. If the Board is unable to supply the requested

transportation or storage facilities, then the Board will request assistance from the federal government.

H. Procedure

The Emergency Transportation Service Board will maintain a record of all vehicles it is controlling and the types of merchandise stored.

I. Operational Readiness Phase

1. Preparedness Phase

- a. Review and update plans for use of all transportation facilities within the state/local jurisdiction.
- b. Arrange with industries for the use of their storage and service facilities.
- c. Obtain estimated transportation and storage requirements for the Commonwealth.
- d. Develop and train a staff.
- e. Update inventories of manpower.
- f. Ensure that personnel are thoroughly familiar with the emergency plan.
- g. Contact and organize industrial representatives in emergency management positions.
- h. Upon instructions from the KyEM Director, or representative, shift to Response Phase.

2. Response Phase

- a. Increased Readiness Period
 - 1) Complete appointment of the Transportation Board.
 - 2) Complete all steps not completed under Preparedness Phase.
 - 3) List personnel needed to carry out annex.
 - 4) Carry out needed training.
 - 5) Notify all transportation and warehouse organizations of the possibility of the Emergency Operations plan being activated.

- 6) Check to insure all necessary supplies and equipment are available.
- 7) Upon instructions from KyEM Director, or representative, shift to Emergency Operation Period or return to Preparedness Phase.

b. Emergency Operation Period

- 1) Complete any procedures under Preparedness Phase or Increased Readiness Period not yet completed and commence life saving and damage limiting operations.
- 2) Begin process of activating needed components of the Transportation /Warehouse organization.
- 3) Keep records of workers made available, work undertaken and hours worked.
- 4) Coordinate activities for transportation needs with surrounding counties.
- 5) Carry out policies of Federal Transportation Board if they are activated.
- 6) Upon instructions from KyEM Director, or representative, shift to Recovery Phase.

3. Recovery Phase

- a. Continue operations started under Response Phase.
- b. Revert to Preparedness or Recovery Phase when ordered by EOC.
- c. Survey organization for the cost of preparing for, and conducting operations upon return to Preparedness Phase.
- d. Critique operations to evaluate plan and standard operation procedures upon return to Preparedness Phase.

J. Increased Readiness Levels will be initiated by KyEM based on information furnished by the federal governments or outside sources. The required actions are explained in Annex D of this plan.

K. All emergency operations will be carried out in conformity with KyEM EOC SOP, Department of Motor Vehicle Enforcement SOP and Transportation Cabinet Emergency Operation SOP. The agency coordinator is responsible for insuring that the agency SOP is updated annually.

V. ADMINISTRATIVE SUPPORT

- A. The Emergency Transportation Board will have to help develop their own administrative support staff. This staff should be developed through and in conjunction with the transportation industry.
- B. Augmentation and training of emergency organization will be carried out as set forth in CPG 1-7 - "Guide for Increasing Local Government Civil Defense Readiness During Periods of International Crisis."

VI. APPENDICES

- A. H-1 Transportation Cabinet Disaster Services
- B. H-2 Emergency Transportation Services Board
- C. H-3 Memorandum of Understanding between NDTA and FEMA
- D. H-4 Interstate Highway Management During CWA Accident/Incidents at BGAD

APPENDIX H-1
TRANSPORTATION CABINET DISASTER SERVICES
DEPARTMENT OF HIGHWAYS

I. SITUATION AND ASSUMPTIONS

A. Situation

1. It is the policy of the Transportation Cabinet to use resources of the Department of Highways in disaster relief work to the extent that life and property may be saved.
 - a. Notification of Emergency Conditions - the district office should notify any other affected district and the Central Office, Division of Maintenance, when a road becomes impassable because of snow, high water, or bridge collapse.
 - b. When the condition that caused the problem has been corrected, the district office should likewise notify the other affected districts and the Central Office.
 - c. The Division of Maintenance shall make the necessary Central Office and State EOC distribution of the warning and the correction of the condition.

B. Assumptions

1. Disaster work, as defined, consists of work necessary as a result of conditions that exist during or following tornadoes, floods, or other unusually severe occurrences. Normal snow and ice removal shall not be considered a disaster condition.
2. Evacuation operations necessary to save life and property shall be considered disaster work, however, the Department shall not be responsible for restoration operations such as moving people back into their homes.

II. MISSION

Provide effective and coordinated response to actual or potential disaster situations that impair the use of highway and road transportation, assist in emergency debris removal, and help in the evacuation of persons whose lives are endangered.

III. DIRECTION AND CONTROL

- A. During an emergency or disaster condition, employees will be on call on a 24-hour basis in their respective offices and/or in the State EOC.
- B. During emergencies, the affected District Office shall be kept open and personnel rotated. The County Foreman is to contact the District Office, if the foreman is in doubt as to what actions to take, and get definite instructions as to what to do during such emergencies. The District Office shall notify the Division of

Maintenance, Frankfort, of such emergencies.

- C. When floods and other emergencies create conditions whereby the local equipment pool is inadequate, the District Office or Maintenance Division will exercise jurisdiction in the dispatching of equipment between counties or districts.
- D. The Transportation Cabinet will coordinate its overall operations from the Cabinet Command Post in Frankfort, phone #502-564-3276.

IV. CONCEPT OF OPERATIONS

- A. Cleanup and restoration work by departmental crews following floods, tornadoes, or other disasters (excluding snowfall) will normally be restricted to the state-maintained system of streets and highways. It is recognized, however, that unusually severe occurrences may incapacitate a local government and when, in the judgment of the Secretary of Transportation, these conditions exist, he may authorize clean-up and restoration by department crews on public thoroughfares to the extent justified. It is not the intent of this policy extension to allow the department to accomplish clean-up and restoration work on city streets or county roads where the city or the county has the ability to do this for itself.
- B. Priority - Priority shall be given to those maintenance repairs of an urgent nature on the more heavily traveled roads and to proceed as rapidly as possible to get patching completed and the road surface restored. Roads to be repaired first by maintenance crews are those carrying the greatest volume of high-speed traffic. Repair work will follow as quickly as possible on all other roads.
- C. Emergency Equipment Rental - Emergency equipment rental includes equipment needed for snow and ice removal, flood relief work and other natural disaster work. It would include slip and slide work where it is of the magnitude that would stop traffic or cause an intolerable delay to the motorist. Emergency equipment rental shall be accomplished in accordance with emergency purchase regulations and procedures established by the Division of Purchases and the Finance and Administration Cabinet.
- D. Non-hazardous Cargo Spillages - Cleanup of routine cargo spillages on the roadway or right-of-way on state-maintained highways is not necessarily the responsibility of Department employees. The lading may be large, heavy, or require specialized equipment to remove from the scene. Employees should, however, provide whatever assistance at an accident site that may be necessary to maintain a safe and usable highway.
- E. Hazardous Cargo Spillages - For the purpose of this chapter, hazardous material is defined as a material or substance in a quantity and form determined by U.S. Department of Transportation to be capable of posing an unreasonable risk to health, safety, or property. It is the policy of the Department of Highways to take all reasonable precautions to prevent both its employees and the public from being exposed to any material that would be dangerous to health. However, the

Department is not in the business of hazardous material identification or removal. This is the responsibility of other agencies or private firms that have the necessary training, protective clothing, and equipment. Department personnel will assist the state and local police agencies in securing hazardous material accident sites or spills by one or more of the following actions:

1. Debris cleanup of non-cargo items only after the area has been decontaminated and/or declared safe by the Natural Resources and Environmental Protection Cabinet (NREPC).
 2. Direct traffic rerouting and assist the police agencies at the site if required.
 3. Provide equipment, flashing lights, warning lights, cones, signs, or other traffic control devices as required.
 4. Under supervision of the NREPC Cabinet, divert liquids from streams and sewers by means of cofferdams, trenches, or other effective methods. Employees must not walk into, touch, or inhale and must stay up-wind and up-grade of materials, fumes, and dusts.
- F. Abandoned Containers of Unidentified Materials on Right-of-Way - Department of Highways maintenance personnel, upon discovery of an unidentified container or loose material on the right-of-way, must not attempt to remove the container or material until it has positively been identified as non-hazardous. The discoverer will immediately contact his district office, which in turn will notify:
- State Division of Waste Management – Frankfort
24-Hour Phone - (502) 564-7815
- The district office must supply the exact location and description of the container when notifying the Division of Waste Management.
- G. Gasoline Diesel Spills - The Department is frequently requested to supply sand as an absorbent for gasoline and diesel spills. In situations where the use of sand is not permitted or feasible, sawdust, or commercial absorbents may be used when available.

APPENDIX H-2 EMERGENCY TRANSPORTATION SERVICE BOARD

- I. The following pages outline in greater detail the Emergency Transportation Service Board that would be established by the Governor, on the advice of KyEM, in the event of a natural or technological disaster of national significance, or national mobilization for conventional or nuclear war. Federal planning for such an incident is contained in the U.S. Department of Transportation Region IV "Plan for Civil Transportation in a Defense Emergency."

- II. TABS

H-2-1 Highway Division

H-2-2 Rail Transportation Division

H-2-3 Waterway Transportation Division

H-2-4 Air Transportation Division

H-2-5 Storage and Warehouse Division

TAB H-2-1
HIGHWAY DIVISION

I. STATE LEVEL

- A. Upon declaration of an emergency by the President and/or the Governor, the Emergency Transportation Service Board (ETSB) Division of Highway Transportation would be activated for the purpose of managing transportation resources essential to the survival and recovery of the nation and state. The demands on essential motor transport services are expected to be of an immediate and continuous nature, relative to the time of the emergency, and will be planned for by the Transportation Cabinet in the form of (1) immediate actions and (2) future contains actions.
- B. The State Emergency Transportation Plan for the Commonwealth of Kentucky and its political subdivisions contains provisions for authorizing essential local users and essential facilities to place certified transportation requests on carriers for essential transport services.

II. FEDERAL LEVEL

Federal support to this tab will coordinate under ESF #1 "Transportation", of the National Response Plan.

III. COUNTY LEVEL

Each County Judge/Executive, when directed by the ETSB, will appoint a local highway transportation officer to be the county's contact with the Kentucky Emergency Transportation Service Board.

IV. POLICIES

In the event of any national emergency, survival and recovery are the primary objectives of the Commonwealth of Kentucky. In support of these objectives, the ETSB Highway Transportation Division will promulgate the following policies and procedures:

- A. It is the policy that the government will not operate motor transport. The users of motor transport will procure services directly from carriers as they do now. Government action will be exercised only when necessary and will be relaxed or removed at the earliest possible time.
- B. In support of state policy, essential motor transport resources available to the Commonwealth will be assigned primarily for two (2) purposes:
 - 1. Activities essential for the continued health, welfare, and survival of the citizens and the restoration of the state's economy.

2. Support of military operations.
 3. Emergency Management/Homeland Security activities directed toward the saving and preserving of individual lives.
- C. The Emergency Transportation Resources Management Plan will be implemented upon official state notice. All echelons of the Transportation Cabinet will be put on notice to respective stations as soon as possible.
 - D. Claimants may appeal action of the county transportation officer to the State Emergency Transportation Service Board.
 - E. During an evacuation and the return of evacuees to their homes, the Highway Division will undertake the coordination of the movement of all evacuees and provide the major portion of the logistical transportation support.

TAB H-2-2
RAIL TRANSPORTATION DIVISION

I. STATE LEVEL

- A. Upon declaration of an emergency by the President and/or the Governor, the Emergency Transportation Service Board (ETSB) Division of Rail Transportation would be activated for the purpose of managing rail resources essential to the survival and recovery of the nation and State. The demands of essential rail transport services are expected to be of an immediate and continuous nature, relative to the time of the emergency, and have been planned for by the Rail Transport Division in the form of (1) immediate actions and (2) future continuous actions.
- B. The State Emergency Transportation Plan for the Commonwealth of Kentucky and its political subdivisions contains provisions for authorizing essential local users and essential facilities to place certified transportation requests of carriers for essential transport service.

II. COUNTY LEVEL

Each County Judge/Executive with rail service, when directed by the ETSB, will appoint a local rail transportation officer to be the county's contact with the Kentucky Emergency Transportation Service Board.

III. POLICIES

In the event of a national emergency, survival and recovery are the primary objectives of the Commonwealth of Kentucky. In support of these objectives, the ETSB Division of Rail Transport will promulgate the following policies and procedures:

- A. It is the policy that the government will not operate rail transportation. The users of rail transportation will procure service directly from the carriers as they do now. Government action will be exercised only when necessary and will be relaxed or removed at the earliest possible time.
- B. In support of state policy, essential rail transport resources available to the Commonwealth of Kentucky will be assigned primarily for three (3) purposes:
 - 1. Activities essential to the continued health, welfare, and survival of the citizens and the restoration of the state economy.
 - 2. Support of military operations.
 - 3. Emergency Management/Homeland Security activities directed toward saving and preserving individual lives.

- C. Rail service will not be used to evacuate persons from risk areas, but will be used to provide logistical support and where possible to transport critical workers to their jobs.
- D. In the event of an attack on the Commonwealth, emergency railroad operations will be primarily under the jurisdiction of the Federal Government whose National Response Plan will take precedence over the exclusively intra-state functions of this plan to the degree required for the common welfare. The rail organization under this state plan will compliment and merge with the National Plan for rail transport.
- E. The Commonwealth's Emergency Transportation Service Board, if unable to communicate due to enemy attack or a major natural or technological disaster, with the U.S. Surface Transportation Board, will assume control of rail operations for movement of essential items.

TAB H-2-3
WATERWAY TRANSPORTATION DIVISION

I. STATE LEVEL

- A. Upon declaration of emergency by the President and/or the Governor, the Emergency Transportation Service Board (ETSB) Division of Water Transportation would be activated for the purpose of managing transportation resources essential to the survival and recovery of the nation and state. The demands of essential water transport services are expected to be of an immediate and continuous nature, relative to the time of the emergency, and have been planned for by the ETSB Water Transport Division in the form of (1) immediate actions and (2) future continuous actions.
- B. The State Emergency Transportation Plan for the Commonwealth of Kentucky and its political subdivisions contains provisions for authorizing essential local users and essential facilities to place certified transportation requests on carriers for essential transport services.

II. COUNTY LEVEL

Each County Judge/Executive, when directed by the ETSB, located on a Corps of Engineers maintained navigable waterway will appoint a local water transportation officer to be the county's contact with the Kentucky Emergency Transportation Service Board.

III. POLICIES

In the event of any national emergency, survival and recovery are the primary objectives of the Commonwealth of Kentucky. In support of these objectives, the ETSB Water Transport Division will promulgate the following policies and procedures:

- A. It is the policy that the government will not operate water transport. The users of water transport will procure services directly from carriers as they do now. Government action will be exercised only when necessary and will be relaxed or removed at the earliest possible time.
- B. In support of state policy, essential water transport resources available to the Commonwealth of Kentucky will be assigned primarily for three (3) purposes:
 - 1. Activities essential to the continued health, welfare, and survival of the citizens and the restoration of the state economy.
 - 2. Support of military operations.
 - 3. Emergency Management/Homeland Security activities directed toward saving and preserving individual lives.

- C. The Director of the Department of the ETSB will determine what carriers are designated as essential carriers and will notify the County ETSB Transportation Officers. Essential carriers will have first priority over non-essential carriers for supporting resources.
- D. The Director of the Department of the ETSB, by authority of the Governor, may utilize privately owned watercraft for the transportation of any essential items to satisfy critical needs during the emergency.

TAB H-2-4
AIR TRANSPORTATION DIVISION

I. STATE LEVEL

- A. Upon declaration of an emergency by the President and/or the Governor, the Emergency Transportation Service Board (ETSB) Division of Air Transportation would be activated for the purpose of managing air resources essential to the survival and recovery of the nation and State. The demands of essential air transport services are expected to be of an immediate and continuous nature, relative to the time of the emergency, and have been planned for the ETSB Air Transport Division in the form of (1) immediate actions and (2) future continuous actions.
- B. The state Emergency Transportation Plan for the Commonwealth of Kentucky and its political subdivisions contains provisions for authorizing essential local users and essential facilities to place certified transportation requests of carriers for essential transport service.

II. COUNTY LEVEL

Each County Judge/Executive with air service, when directed by the ETSB, will appoint a local air transportation officer to be the county's contact with the Kentucky Emergency Transportation Service Board.

III. POLICIES

In the event of a national emergency, survival and recovery are the primary objectives of the Commonwealth of Kentucky. In support of these objectives, the ETSB Division of Air Transport will promulgate the following policies and procedures:

- A. It is the policy that the government will not operate air transport. The users of air transport will procure service directly from carriers as they do now. Government action will be exercised only when necessary and will be relaxed or removed at the earliest possible time.
- B. In support of state policy, essential air transport resources available to the Commonwealth of Kentucky will be assigned primarily for three (3) purposes:
 - 1. Activities essential to the continued health, welfare, and survival of the citizens and the restoration of the State economy.
 - 2. Support of military operations.
 - 3. Emergency Management/Homeland Security activities directed toward saving and preserving individual lives.

- C. Kentucky will adopt for its use as state general orders the National Transportation Plan and its appendices.
- D. The Director of the ETSB will determine what carriers are designated as essential carriers and notify the county transportation officers. Essential carriers will have first priority over non-essential items to satisfy critical needs during the emergency.
- E. The Director of the ETSB, by authority of the Governor, may utilize privately owned aircraft for the transportation of any essential items to satisfy critical needs during the emergency.
- F. The ETSB Air Transportation Division will be a claimant for aviation supporting resources to keep the aircraft operations.

TAB H-2-5
STORAGE AND WAREHOUSE DIVISION

I. STATE LEVEL

Upon declaration of an emergency by the President and/or the Governor, the Emergency Transportation Service Board (ETSB) Division of Storage and Warehouse would be activated for the purpose of managing resources essential to the survival and recovery of the nation and state. The demands of essential warehouse services are expected to be an immediate and continuous nature, relative to the time of the emergency, and have been planned for by the ETSB Storage and Warehouse Division in the form of (1) immediate actions and (2) future continuous actions.

II. COUNTY LEVEL

Each County Judge/Executive, when directed by the ETSB, will appoint a local storage and warehouse officer to work with the Kentucky Emergency Transportation Service Board.

III. POLICIES

- A. Upon implementation of this Tab by the Commonwealth of Kentucky, the first function of the local transportation officer responsible for storage and warehouse facilities will be to determine what storage facilities are available in his area and report this information to the ETSB Storage and Warehouse Division at state level.
- B. The local transportation organization after an attack shall as soon as possible determine the status and/or damage to local warehouse and storage facilities and report this information to the ETSB Warehouse and Storage Division at State level.
- C. When a storage or storage space for essential commodities occurs, the following items shall have priority:
 - 1. Items essential to continued health, welfare and survival of the people of the Commonwealth of Kentucky.
 - 2. Other essential items.
 - 3. Non-essential items.
- D. All requests for storage space will be made by claimant to the local Transportation Organization. If the local transportation organization is unable to supply the requested storage facilities, then the county transportation officer will request assistance from the ETSB Warehouse and Storage Division at state level.

- E. Storage facilities not allocated to a claimant will remain the responsibility of the warehouseman.
- F. The claimant will pay the owner for the use of the storage facility at existing rates.
- G. Any articles that are suitable for open storage will not be stored under cover.
- H. Claimant may appeal action of the county transportation officer to the State ETSB.

Note: In areas having limited storage space, the priority given to essential items to be stored, shall be determined by the ETSB Division of Warehouse and Storage, by authority of the Director of the Emergency Transportation Service Board.

IV. PROCEDURES

- A. All vacant storage facilities will be reported by the local transportation organization to the State ETSB Storage and Warehouse Division as soon as possible after the emergency.
- B. The county transportation officer will maintain a record by location and type merchandise stored and a running inventory of each facility.
- C. Warehousemen will issue a receipt for all merchandise received and will send receipt to the county transportation office.
- D. Warehousemen will issue a withdrawal slip for merchandise removed from the warehouse and will send a copy to the county transportation office.

APPENDIX H-3
MEMORANDUM OF UNDERSTANDING BETWEEN
THE NATIONAL DEFENSE TRANSPORTATION ASSOCIATION AND
THE FEDERAL EMERGENCY MANAGEMENT AGENCY

I. PURPOSES

The purposes of this Memorandum of Understanding between the National Defense Transportation Association (NDTA) and the Federal Emergency Management Agency (FEMA) are to:

- A. Promote NDTA support of State and local civil defense planning through voluntary support provided by NDTA Chapters to State and local planning efforts;
- B. Provide policy and guidance to assist NDTA chapters and States and localities in establishing cooperative working relationships for civil defense planning; and,
- C. Enhance the quality and effectiveness of civil defense planning by increasing cooperative public and private sector planning initiatives.

II. NATIONAL SECURITY DECISION DIRECTIVE NUMBER 259

National Security Decision Directive Number 259 (NSDD 259), signed by President Reagan on February 4, 1987, reaffirms that it is the policy of the United States to have a civil defense capability as element of our overall national security posture.

NSDD 259 states that the civil defense program will continue to support all-hazard integrated emergency management planning at State and local levels, to the extent that is consistent with and contributes to preparedness of the Nation in the event of an attack, whether by nuclear or non-nuclear means. It further states that the program will provide improved prospects for protection of the population and resources of the Nation in the event of nuclear attack and improved ability to deal with any occurrence, including natural, technological or other emergency which seriously degrades or threatens the national security of the United States.

"Voluntary participation by citizens and institutions in community civil defense activities and emphasis on citizen protective actions" are among the objectives of the U.S. civil defense program given in NSDD 259. It is further required that "The (civil defense) program will utilize to the maximum extent the existing facilities and resources of the Federal Government and, with their consent, the facilities of States and political subdivisions thereof, and of private sector organizations and agencies." (Brackets added.)

III. FEDERAL EMERGENCY MANAGEMENT AGENCY

FEMA, under the general policy guidance of the National Security Council, is responsible for development and implementation of civil defense programs authorized and funded under the Civil Defense Act of 1950, as amended. FEMA is charged in NSDD 259 to emphasize coordination with State governments and their

local political subdivisions. as well as with appropriate Federal departments and agencies which are responsible for civil defense concerns within their areas of substantive responsibility.

It is the policy of FEMA to promote government and private sector capabilities at all levels to develop a national emergency management system and a survivability crisis management system for the country as a whole.

IV. NATIONAL DEFENSE TRANSPORTATION ASSOCIATION

The NDTA is a nonprofit national transportation educational organization with international affiliates. As a patriotic organization it is dedicated to maintaining viable free world transportation preparedness capabilities to meet the national security interests of the United States and its allies.

Its present membership is composed of approximately 7,500 transportation experts from private industry, the military and Federal, State and local government entities. That membership is divided into approximately 75 domestic and international chapters. While being basically autonomous in nature, the chapters operate within the framework of the by-laws of the national NDTA organization. As a body the NDTA represents the broadest cross-section of expertise on emergency transportation and logistics management in the free world.

The NDTA fully endorses the national civil defense policy and has long supported the concepts of integrating civil defense and other emergency management planning as articulated in NSDD 259. That endorsement and support are clearly reflected in the NDTA goals, key among which are the following:

- A. Advise and educate, as appropriate, governmental bodies and agencies on issues affecting transportation preparedness;
- B. Actively support national transportation policy by encouraging maximum government utilization of private sector transportation.
- C. Encourage maximum participation by government and commercial logistics professionals in all areas of transportation preparedness planning;
- D. Identify and actively encourage the participation of those retired government and private sector logistics professionals who are available for operational and planning assistance on transportation issues;
- E. Involve young transportation professional in the mainstream of all NDTA activities;
- F. Develop and implement agreements, plans and programs to ensure transportation preparedness in times of emergencies;

- G. Establish liaison as appropriate with transportation labor councils to coordinate their support on transportation preparedness;
- H. Support programs dealing with special security problems associated with key transportation and communication network structures, railroad and highway, bridges, tunnels, locks, dams, air/sea terminals, and regional air traffic control facilities;
- I. Administer career development and information programs that facilitate the staffing needs of the transportation industry;
- J. Encourage transportation and related industries to make available transportation management and operational personnel for prompt support of disaster agencies in periods of emergency;
- K. Sponsor or support special events in honor of national transportation observances; and,
- L. Publish a professional journal devoted to the objective analysis of current transportation topics as well as other communications to inform members of transportation issues and events in a timely manner.

V. UNDERSTANDING

In order that private sector transportation expertise and resources may be utilized to their fullest extent in supporting State and local civil defense and other emergency management planning activities and responses to emergency situations. FEMA and the NDTA affirm the following common understandings:

- A. The national civil defense program continues to support all-hazard integrated emergency management at State and local levels, to the extent that this is consistent with and contributes to the preparedness of the Nation in the event of an attack, whether by Nuclear or non-nuclear means.
- B. The Federal Civil Defense Act of 1950, as amended (50 U.S.C. App. 2251 et seq.), provides that the responsibility for civil defense is vested jointly in the Federal Government and in the States and their political subdivisions.
- C. The Federal Governments will focus on guidance to the public and to the State and local governments to improve preparedness for national security emergencies.
- D. The States have the primary responsibility for developing their capabilities for peacetime emergencies and share responsibility for attack preparedness. They should support development of civil defense plans, systems, and capabilities for themselves and their political subdivisions.

- E. Local governments have the primary responsibility for developing their capabilities for peacetime emergencies and share responsibility for attack preparedness.
- F. All NDTA assistance and support to States and localities for civil defense and emergency management planning shall be voluntarily provided by its local chapters.
- G. NDTA local chapters, upon request from State and local governments, are encouraged to enter into agreements with those government entities for the purposes of facilitating private sector support of civil defense and emergency management planning activities and responses to local emergency situations. Support provided may include but is not limited to:
 - 1. Arranging for volunteers possessing transportation expertise to assist States and localities upon request.
 - 2. Identifying and arranging for volunteers to assist State and local emergency response organizations during actual emergencies.
 - 3. Arranging for such training of volunteers as may be required to fill support positions with appropriate government entities.
 - 4. When requested, or as required by agreement with State and local governments, compiling and maintaining inventories of private sector transportation resources and facilities available locally which may be used in emergency situations.
 - 5. Facilitating the provision of government and private sector transportation resources for emergency movement of people and material during emergency situations.
 - 6. Promoting and facilitating private sector support from the transportation and relating industries to State and local civil defense and other emergency planning activities and responses to emergency situations.
- H. The assistance to be rendered by NDTA chapters involves facilitation of local transportation responsiveness to domestic emergency requirements within the framework of applicable Federal policies and authorities governing emergency allocations, priorities and controls of transportation resources, and in cooperation and coordination with the State and local transportation groups establishing pursuant to State and local authorities.
- I. Agreements with State and local government are local in nature, voluntary and by mutual consent, and are subject to all conditions imposed by government agencies, the transportation companies and their insurers as well as government/company financial or reimbursement regulations. All pertinent

constraints and restrictions should be delineated in local agreements.

- J. NDTA chapters are to advise the national headquarters of agreements entered into with State and local governments and are to also advise the appropriate FEMA Regional Office of such agreements. The national NDTA organization will advise the FEMA Office of Civil Defense of all local agreements developed by its chapters. FEMA will, in turn, advise the Office of Emergency Transportation, Department of Transportation, of the agreements developed between NDTA chapters and State and local governments.
- K. NDTA chapters may provide technical advice, guidance and assistance in the development of local agreements and detailed led operating plans for the full utilization of transportation resources and facilities in emergency operations. NDTA will cooperate with Federal regional offices and State governments to ensure that both regional and State requirements are recognized and that provisions are made for regional and State domestic emergency requirements.
- L. FEMA Regional Offices and State and local governments are encouraged to invite NDTA chapters to participate in regional, State, and local domestic emergency tests, training and exercises.
- M. FEMA will provide copies of this Memorandum of Understanding to the Office of Emergency Transportation, FEMA Regional Offices and State and local governments as appropriate.
- N. NDTA will provide copies of this Memorandum of Understanding to all of its local chapters and other appropriate NDTA officials.

VI. EFFECTIVE DATE

This Memorandum of Understanding becomes effective upon the date of signature of the President of NDTA and the Director of FEMA.

APPENDIX H-4
INTERSTATE HIGHWAY MANAGEMENT DURING CHEMICAL WARFARE AGENT
(CWA) ACCIDENT/INCIDENTS AT THE BLUE GRASS ARMY DEPOT (BGAD)

I. SITUATION AND ASSUMPTIONS

- A. Interstate Highway 75 (I-75) is one of the primary evacuation routes if evacuation is the recommended protective action in the event of a Chemical Warfare Agent (CWA) accident/incident at Blue Grass Army Depot (BGAD).
- B. Restricting and diverting I-75 traffic will help control access into Madison Co. and allow for efficient evacuation of Madison Co. residents.
- C. All or part of I-75 may be used as an evacuation route depending on direction and/or length of the Predicted Hazard Area (PHA) that includes the CWA plume and safety wedge. If the PHA crosses I-75 or otherwise presents a potential hazard to traffic on I-75, traffic on the impacted section will be restricted as necessary to ensure safety.
- D. BGAD will announce a "Community Emergency" if the CWA accident/incident is projected to have effects beyond the boundaries of BGAD. KyEM will recommend the restriction and diversion of I-75 traffic if a "Community Emergency" is announced by BGAD and the wind direction is from 15° to 165°. I-75 southbound traffic will be restricted and diverted at mile marker (mm) 118 in Fayette County and northbound at mm 41 in Laurel County.
- E. Under ideal circumstances one-way operation of I-75 out of Madison County is the most efficient use of I-75 as an evacuation route. However, due to the availability of law enforcement personnel required to staff Access Control Point/Traffic Control Points (ACP/TCP's), it may be extremely difficult to safely implement one-way operation of I-75 in a timely manner. Normal directional flow of I-75 will be maintained until the I-75 ACP/TCP's have been staffed and polled to determine if one-way operation of I-75 is safe to implement.
- F. If diversion, restriction and/or one-way operation of I-75 traffic are necessary, restrictions to I-64 and Bert T. Combs Mountain Parkway will also be necessary.

II. MISSION

Describe the control and management required to facilitate the efficient use of I-75 for evacuation in the event of a CWA accident/incident at BGAD.

III. DIRECTION AND CONTROL

- A. If diversion, restriction and/or one-way operation of I-75 traffic is necessary, KyEM Operations will immediately notify the Kentucky Transportation Cabinet, Division of Operations, Emergency Coordinator and Kentucky State Police (KSP) Emergency Coordinator.

- B. The Kentucky Transportation Cabinet, Division of Operations, Emergency Coordinator is the primary KyEM EOC Transportation Cabinet Agency Representative and lead coordinator for traffic management on I-75. He will coordinate his actions with KyEM Operations Supervisor On Shift, the Kentucky State Police (KSP) Emergency Coordinator and Lexington Fayette Urban County Government (LFUCG) Division of Police.
- C. LFUCG Division of Police will provide all necessary manpower and management for I-75 diversion, restriction and/or one-way operation in Fayette Co including I-75 mm 99 to mm 120 and I-64 mm 87 to mm 118. LFUCG Division of Police Special Order (SO) 97-2 details their procedures and responsibilities.
- D. KSP will staff ACP/TCP's on interstate highways based on situational requirements and in coordination with local jurisdictions.
- E. Kentucky Vehicle Enforcement (KVE) may supplement KSP manpower at ACP/TCP's.
- F. Kentucky Transportation Cabinet, Highway Districts 7, 8, 10 and 11 will provide Portable Variable Message Boards to provide motorist with information relating to the restriction, diversion and/or one-way operation of interstate highways.

IV. CONCEPT OF OPERATIONS

- A. KyEM Operations will determine and recommend, in coordination with local jurisdictions, if diversion, restriction and/or one-way operation of I-75 are necessary and appropriate. This recommendation will be based on an evaluation of the situation including; meteorological conditions, severity of the release, potential for release escalation and ability to mitigate release. KyEM Operations will immediately communicate their recommendation to the Kentucky Transportation Cabinet, Division of Operations, Emergency Coordinator and Kentucky State Police (KSP) Emergency Coordinator.
- B. Because of the potentially catastrophic nature of a CWA accident/incident at BGAD and the time required to activate ACP/TCP's and implement I-75 diversion and/or restrictions, KyEM will recommend that I-75 traffic be restricted and diverted when notified of a "Community Emergency" by BGAD and the wind direction is from 15° to 165°. I-75 southbound traffic will be restricted, diverted or otherwise controlled between mm 118 in Fayette County to mm 41 in Laurel Co. and I-75 northbound traffic between mm 41 in Laurel Co. to mm 118 in Fayette Co.

- C. Personal Protective Equipment (PPE) will be provided to personnel staffing ACP/TCP's on I-75 in Madison Co. in accordance with Tab Q-8-11. The level of protection provided will be for escape purposes only. ACP/TCP's will not be staffed in the Predicted Hazard Area (PHA) i.e. safety wedge after plume arrival. If meteorological conditions change and the PHA covers or otherwise presents a potential hazard to active ACP/TCP's, the ACP/TCP's will be deactivated and the workers instructed to move to safety.
- D. Madison County law enforcement agencies including Richmond Police Department, Berea Police Department, Madison County Sheriff's Department and KSP Post 7 may support traffic control efforts on I-75 initially as appropriate, based on availability of resources to aid evacuation and prevent access to the PHA.
- E. KSP Post #7 current staffing level is thirty-nine (39) Troopers, eight (8) of which are primarily assigned to Madison Co. KSP Post #7 Troopers may be available to man ACP/TCP's at I-75 interchanges in Madison Co., however because an expected shortage of law enforcement officers for other law enforcement assignments, I-75 ACP/TCP's will be manned by KSP Troopers from other posts.
- F. Traffic south of mm 37 on I-75 travelling north to I-64E will be directed to exit 37 and take Daniel Boone Parkway east to KY 15N or KY 80E.
- G. Traffic south of mm 41 on I-75 travelling north to I-64W will be directed to exit 41 and take US 80W to US 27N, US 127N or I-65N.
- H. Traffic south of mm 41 on I-75 travelling north to I-75N will be directed to exit 41 and take US 80W to US 27N, US 127N or I-65N.
- I. Traffic south of mm 59 on I-75 travelling north to I-64E will be directed to exit 59 to US 25S to Daniel Boone Parkway East to KY 15N or KY 80E.
- J. Traffic south of mm 59 on I-75 travelling north to I-75N will be directed to exit 59 and US 150W to US 27 or US 127.
- K. Traffic south of mm 59 on I-75 travelling north to I-64W will be directed to exit 59 and US 150W to US 27 or US 127.
- L. Traffic north of mm 118 on I-75 travelling south to I-75S will be directed to exit 118 and take I-64W to exit 53 to US 127S.
- M. Traffic north of mm 115 on I-75 travelling south to I-75S will be directed to exit 115 to US 27S.
- N. Traffic west of mm 115 on I-75/I-64 travelling south/east to I-75S will be directed to exit 115 to US 27S.

- O. Traffic east of mm 115 on I-75/I-64 travelling west to I-75S will be directed to exit 115 to US 27S.
- P. KSP will establish ten (10) ACP/TCP's based on situational requirements and in coordination with local jurisdictions on I-75 to prevent northbound traffic between mm 87 and mm 41 and on I-75 southbound between mm 99 and mm 90.
- Q. KSP will establish three (3) ACP/TCP's based on situational requirements and in coordination with local jurisdictions on I-64 to prevent traffic from exiting and creating congestion in the City of Winchester. These ACP/TCP's will allow only residents or emergency traffic to exit in the Winchester area.
- R. KSP will establish two (2) ACP/TCP's based on situational requirements and in coordination with local jurisdictions on Bert T. Combs Mountain Parkway to prevent traffic from entering the Protective Action Zone (PAZ) in Clark and Powell Counties.
- S. KSP will establish four (4) ACP/TCP's based on situational requirements and in coordination with local jurisdictions on US 25 to prevent northbound traffic between London and Berea and to prevent southbound traffic between Clay's Ferry and Richmond.
- T. A minimum of eighty-six (86) state law enforcement officers will be required initially to properly control and manage interstate highways I-64 and I-75. Under ideal conditions replacements will be needed in three (3) hours.
 - 1. ACP/TCP's at ten (10) I-75 interchanges between mm 41 and mm 99 will require state law enforcement manpower. Total initial manpower required at interchanges on I-75 is fifty-nine (59) sworn officers.
 - a. The interchange on I-75 at mm 41 will require eight (8) sworn officers.
 - b. The interchange on I-75 at mm 49 will require four (4) sworn officers.
 - c. The interchange on I-75 at mm 59 will require five (5) sworn officers.
 - d. The interchange on I-75 at mm 62 will require five (5) sworn officers.
 - e. The interchange on I-75 at mm 76 will require five (5) sworn officers.
 - f. The interchange on I-75 at mm 77 will require five (5) sworn officers.
 - g. The interchange on I-75 at mm 87 will require eight (8) sworn officers.
 - h. The interchange on I-75 at mm 90 will require eight (8) sworn officers.
 - i. The interchange on I-75 at mm 95 will require six (6) sworn officers.

- j. The interchange on I-75 at mm 97 will require five (5) sworn officers.
2. ACP/TCP's at three (3) I-64 interchanges near Winchester will require state law enforcement manpower. Total initial manpower requirements at interchanges on I-64 is fourteen (14) sworn officers.
 - a. The interchange on I-64 at mm 96 will require (6) sworn officers.
 - b. The interchange on I-64 at mm 94 will require (4) sworn officers.
 - c. The interchange on I-64 at mm 87 will require (4) sworn officers.
 3. ACP/TCP's at two (2) Bert T. Combs Mountain Parkway interchanges will require state law enforcement manpower. Total initial manpower requirements at interchanges on Bert T. Combs Mountain Parkway is five (5) sworn officers.
 - a. The I-64/ Bert T. Combs Mountain Parkway interchange at mm 98 will require two (2) sworn officers.
 - b. The interchange on Bert T. Combs Mountain Parkway at mm 40 will require (3) sworn officers.
 4. ACP/TCP's at four (4) US 25 intersections will require state law enforcement manpower. Total initial manpower requirements at intersections on US 25 is eight (8) sworn officers.
 - a. The intersection at US 25 and KY 80/Danel Boone Parkway at mm will require (2) sworn officers.
 - b. US 25 at Renfro Valley will require (2) sworn officers.
 - c. The intersection at US 25 and KY 627 will require (2) sworn officers.
 - d. The intersection at US 25 and I-75 at mm 97 will require (2) sworn officers.
- U. Three (3) Portable Variable Message Boards will be required at various locations along I-75 between mm 36 and mm 99. Messages posted on Portable Variable Message Boards are limited to twenty-five (25) characters.
1. A Portable Variable Message Board will be required on I-75 Northbound at mm 36. The message should read: ***I-75 closed mm 41 to mm111.***
 2. A Portable Variable Message Board will be required on I-75 Northbound at mm 37. The message should read: ***I-64E detour KY 80E.***

3. A Portable Variable Message Board will be required on I-75 Northbound at mm 41. The message should read: ***I-75N/I-64W detour KY 80W.***
- V. Six (6) Portable Variable Message Boards will be required at various locations along I-64 between mm 87 and mm 96. Messages posted on Portable Variable Message Boards are limited to twenty-five (25) characters.
1. A Portable Variable Message Board will be required on I-64 Westbound at mm 87. The message should read: ***Resident and emergency exit only.***
 2. A Portable Variable Message Board will be required on I-64 Eastbound at mm 87. The message should read: ***Resident and emergency exit only.***
 3. A Portable Variable Message Board will be required on I-64 Westbound at mm 94. The message should read: ***Resident and emergency exit only.***
 4. A Portable Variable Message Board will be required on I-64 Eastbound at mm 94. The message should read: ***Resident and emergency exit only.***
 5. A Portable Variable Message Board will be required on I-64 Westbound at mm 96. The message should read: ***Resident and emergency exit only.***
 6. A Portable Variable Message Board will be required on I-64 Eastbound at mm 96. The message should read: ***Resident and emergency exit only.***
- W. Kentucky Welcome Centers, Internal Rest Areas and Truck Rest Havens have been identified as potential sites for advanced warning of traffic restrictions. These facilities have Kiosk with the capability to post six (6) lines of text with twenty-five (25) characters each of road conditions, routing instructions and general incident information. The following message should be posted on these Kiosk as appropriate: ***I-75 restricted between mm 41 and mm 115. Use alternate route.*** Also rest area attendants should be advised of I-75 restrictions to assist travelers with alternate routes as appropriate.
1. Welcome Centers
 - a. I-64 Eastbound in Shelby County @ mm 28.354.
 - b. I-64 Westbound in Carter County @ mm 173.587.
 - c. I-75 Northbound in Whitley County @ mm 1.505.
 - d. I-75 Southbound in Boone County @ mm 176.485.
 2. Internal Rest Areas
 - a. I-64 Eastbound in Woodford County @ mm 60.227.

- b. I-64 Westbound in Montgomery County @ mm 107.652.
 - c. I-64 Westbound in Rowan County @ mm 140.836
 - 3. Truck Rest Havens
 - a. I-75 Northbound in Laurel County @ mm 32.500
 - b. I-75 Southbound in Kenton County @ mm 168.000.
 - X. The departments of transportation for all states bordering Kentucky should be contacted and advised of the situation. Indiana, Ohio, Tennessee, and West Virginia are of primary importance and should be contacted first. Also posting of ***I-75 closed in KY @ mm 41 to 115. Use alternate route*** message should be requested. This will provide travelers with advance notice of the situation and allow for alternate route planning.

V. ADMINISTRATIVE SUPPORT

This appendix will be reviewed at least annually and updated as necessary by the CSEPP State Planner, KSP and KyDOT.

VI. GUIDANCE PUBLICATIONS

- A. Roadway Incident Emergency Response, Workshop Summary and Detour Maps, Kentucky Transportation Center, Report KTC-97-21.
- B. Planning Guidance For The Chemical Stockpile Emergency Preparedness Program, FEMA and Dept of the Army.